| Name of the Project | Anticipated expenditure upto 31.3.95 | Outlay provided for 1995-96 |
|---|---|---|
| 1. Solapur-Bijapur | Rs. 0.001 crore | Rs. 5.00 crores |
| 2. Miraj-Latur | Rs. 2.25 crores | Rs. 10.00 crores |
| 3. Daund-Baramati | Rs. 16.16 crores | Rs. 0.52 crores |
| 4. Gondia-Chanda Fort | Rs. 79.10 crores | Rs. 34.00 crores |

**Direct train link from Delhi to Kotdwara**

2565. SHRI RAJ NATH SINGH: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 222 given in the Rajya Sabha on the 7th December, 1994 and state:

(a) whether there is any proposal under Government's consideration to provide direct rail link to the hill districts of Uttar Pradesh from Delhi/New Delhi;

(b) whether Government are aware of the invonvenience being caused to the people of these districts for want of a direct rail link to Delhi/New Delhi;

(c) whether it is a fact that there is not direct rail link between Delhi/New Delhi and Kotdwara, resulting in a lot of inconvenience to the people of that region;

(d) if *so,* whether Government propose to provide a direct rail link between Delhi-New Delhi and Kotdwara in the near future; and

(e) if so, by when and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) A direct train is already available between Delhi and Kathgodam. Besides, through Coaches are also available between Delhi & Ramnagar and Delhi & Kotdwara. There is no proposal at present to introduce any new direct train from Delhi to Kotdwara or Ramnagar.

(b) The existing *services* are by and large considered to be adequate to cater to the traffic needs of the passengeres travelling to/from Hill Districts of Uttar Pradesh.

(c) There is no direct rail link between Delhi/New Delhi and Kotdwara. However, 5 through Coaches (1 First-cum-Second, 2 Sleeper and 2 ordinary II Class) are available between Delhi and Kotdwara by 4041/4042 Mussoorie Express and 1 KN/8KN Passengers with detaching/attaching at Najibabad.

(d) and (e) The above arrangement is considered adequate for the traffic offering. However, introduction of a direct train between Delhi and Kotdwara is presently not feasible due to operational and resource constraints.

**Completion of railway projects**

2566. SHRI JOYANTA ROY : Will the Minister of RAILWAYS be pleased to state the names of the projects for doubling of Railway tracks, electrification, commissioning of new railway tracks, etc. in the States of West Bengal, Maharashtra, Bihar, Karnataka, Gujarat and Andhra pradesh which are going to be completed during 8th Five Year Plan?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) :

Details of Completion of Railway Projects are given below:—

| S. No | Name of the Projects | State | Targeted date of completion during 8th Five Year Plan |
|---|---|---|---|
| *I. New Lines* | | | |
| (i) | Lakshmikantapur-Namkhana. | W. Bengal | 1995-96 |
| (ii) | Bagaha-Chhitauni | Bihar (Partly in UP) | 1996-97 subject to Co-sharers viz Governments of Bihar, UP & MOWR coming forth with their shares in time. |
| (iii) | Reha-Mangalore (KRC) | Karnataka | 1995-96. |
| *II. Railway Electrification* | | | |
| (i) | Sonenagar-Patratu | Bihar | March, 96 |
| (ii) | Gumia-Patratu | Bihar | March, 97 |
| (iii) | Bandel-Katwa | W. Bengal | March, 96 |
| (iv) | Vijaywada-Balhar-shah (Branch lines) | | |
| (a) | Mottumari-Jaggayyapet. | Andhra Pradesh | March, 95 |
| (b) | Dornakal-Singareni | Andhra Pradesh | March, 96 |
| (c) | Manikgarh-Gadchandur. | Maharashtra | March, 95 |
| (v) | Bhusawal-Nagpur (Branch Lines) | | |
| (a) | Jalamb-Khamgaon | Maharashtra | March, 95 |
| (b) | Butibori-Umrer | Maharashtra | March, 95 |
| (vi) | Wardha-Balharshah (Branch Lines) | | |
| (a) | Tadali-Ghugbus | Maharashtra | March, 95 |
| (b) | Majri-Rajur | Maharashtra | March, 95 |
| *III. Doublings* | | | |
| (i) | Mughalsarai-Sonenagar (3rd line) | Bihar | 1996-97 |
| (ii) | Malkhaid-Wadi Patch doubling. | Karnataka | 1996-97 |
| (iii) | Kuppam-White Field | Karnataka & Andhra Pradesh | 21 Kms. out of 81 Kms. to be completed in 95-96. |
| (iv) | Bobbili-Gajapatinagaram. | Andhra Pradesh | 1995-96 |
| (v) | Gajapatinagaram-Vizianagaram Patch doubling | Andhra Pradesh | 1996-97 |
| (vi) | Sahibganj-New Farakka Malda Town | W. Bengal | 1995-96 |
| (vii) | Dattapukkur-Habra | W. Bengal | 1995-96 |
| (viii) | Khana-Jhaptardhal | W. Bengal | 1996-97 |
| (ix) | Jhaptardhal-Guskara | W. Bengal | 1996-97 |
| (x) | Alabari Rd.-Kishanganj & New Jalpaiguri Amberi Falakata. | W. Bengal & Bihar. | 1995-96 |

**Import of railway wagons and spares**

2567. SHRI JOYANTA ROY : Will the Minister of RAILWAYS be pleased to state:

(a) how much amount of money was spent on the imports of railway wagons, coaches, spare parts, locomotives etc., during 1991-92; and

(b) what amount of orders were placed with the public sector manufacturing units in West Bangal during the said period?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No imports of fully assembled railway wagons, coaches and locomotives were made during 1991-92. However, during this period an amount of Rs. 425.7 crores including import duties etc. was spent on imported stores comprising rolling stock pans and fittings, electrical & engineering stores, general stores as also complete units of components for rolling stock.

(b) For spare parts information is not maintained state-wise. However, for complete Rolling Stock Units, orders worth 120 crores approx. were placed in 1991-92 on Public Sector Units in West Bengal.